"THE LOVE LIGHT OF THE HILLS."

Where the tender skies are sleeping.
With the sun-gold sifting through
Broken lines of round, white cloudlets,
Dimpling in ethereal blue—
Where the clear lake's limpid becom,
Nestled mid the mountains still,
Mirrors cool, gray, dusky shadows,
Lies "the Love Light of the Hills."

Perfumed memories there are lingering.
Bright-winged hope and faith arise:
Problecies of peace are written
For sad, sching, tear-blinded eyes;
And the far-off life is shining
Down a gold-dream path, until
Angel faces fair are smiling
Through "the Love Light of the Hills!"

When the twilight's trailing garments
Scatter dream-empurpled haze.
And a dying sunbeam's pencil
Points each peak with glittering rays—
Ere night's stern, relentiess fingers
Pin the shadowy curtains chill.
Pure with liquid light a star falls
Down "the Love Light of the Hill!"

At the grave of buried daylight
"Dark with peace" is bowing there!
Breathed from far-off village belfry
Steals a vesper note of prayer!
Oh. the Holy, Heavenly (ity!
Love its palaces would build
Just above the star of evening,
And "the Love Light of the Hills!"
AMY SEVILLE WOLFF.

## STORY OF A DEBUTANTE.

[CONTINUED.]

CHAPTER III. They had nearly finished breakfast next morning before Marjory put in an appearance, followed by Bismarck, who, pantingly, testi-

followed by Bismarck, who, pantingly, testified to a morning gallop.
"Good morning," she said, coming in and bringing in all the freshness of the lovely September morning with her.
"Good morning, Miss Kent," said Chilton, and he rose and pulled back her chair, "you are exceedingly energetic for a Southern woman. In fact, you are the only energetic Southerner I ever saw," he added.
"But my energy has been well rewarded this morning, Hugh (turning with a delightful look to the foot of the table); Loda took that gate with ease this morning."

tul look to the foot of the table): Lods took that gate with ease this morning."

"Oh! Marjory," interposed Susette, 'not that tremendous five-barred affair." Marjory did not reply, being too much occupied to talk. "You will certainly break your neck, but you are a perfect—Madge Wildfire."

Chilton noticed that the young lady had a genuine good appetite, and she was very pretty this evening in her sailor hat and her linen shirt, like a little boy, with her hair blown into soft curls around her face. She looked so attractive that Chilton felt an irresistible desire to smooth them in place, and

looked so attractive that Chilton felt an irresistible desire to smooth them in place, and secretly wondered if he would ever know her well enough to be allowed to do so.

"Don't wait for me," interposed the object of his thoughts, taking off her hat and smothering herself with her hair, "my ride has made me a perfect ogre. John, bring some hot waitles." Turning to the sable attendant, "Any mail?" she asked.

"No m'am, but an express box which bears Small's name."

Small's name."

"The third this week and to-day is Friday.
Marjory, you wretch, what poor devil are you fooling now" asked Suzette.

"No one," answered Marjory, coolly looking on while Suzette cut the cords. "Men are never fooled by women, Occasionally they fool themselves, don't they, Mr. Chilton" I think," he answered, "that any man who

will let a woman order him around, walk over him, in fact make a fool of him, is a poor, contemptible fellow, unworthy of a man's

pity."

He looked straight at Marjory as he spoke, hoping to read something of her thoughts in her eves, but if they had betrayed her the night before they were as unfathomable as a deep pool in moonlight this evening.

"What beauties!" exclaimed Suzette.

"Marjory" said Hugh, "I really as your coz and adviser must tell you that I think it is wicked to deceive a man like this."

"How do you know he hasn't his reward Hugh?" put in Chilton, seeing Marjory's eyes

"How do you know he hasn't his reward Hugh?" put in Chilton, seeing Marjory's eyes flash. "The pleasure of being allowed to send Miss Kent flowers must alone reward one,"
"What a pretty speech." but Marjory rose, and taking one or two flowers to stick in her belt. asked Suzette to arrange the others, while she, going to the sugar bowl, took out several pieces of sugar.

"Let me go with you to the stables, Miss Kent," asked Chilton. "I have not seen anything of the grounds as yet."

"Certainly," consented Marjory, and they strolled through the garden, while Hugh went to write some letters and Suzette to see

went to write some letters and Suzette to see

Miss Kent, why did you flash such light. anse Kent, why did you hash such light-ning at me just now when I spoke of a man's reward? I really feel that shock still."
"I was not aware, Mr. Chilton, of doing what you say; but I hardly understood your

Why, Miss Kent, you don't mean to say that men don't get their rewards for sending such flowers or anything else—and I don't mean an imaginary reward, but genuine

ones."
"Ah," he added, interrupting himself, "this is Loda, I presume," opening a door where a gray muzzle was seen. "He is a very good-looking animal indeed, and so gentle and quiet," wondering how Marjory would like these adjectives. "You rascal!" and Chilton just jumped back in time to save himself from health of the shoulder.

just jumped back in time to save himself from being playfully bitten on the shoulder.

"Steady, baby," said Marjory, walking up to him. He seemed to know her immediately, and sniffed all around her, looking for sugar.

"He is not quite so gentle as he looks with strangers. Take care, Mr. Chilton; I am not responsible. This is Brandy, Loda's half brother. Hugh got them together this spring." showing a good-looking chestnut, built like Loda, but a trifle heavier.

"You will ride him, I suppose: he is about up to your weight. These are carriage horses, and those the farm horses, and now you have seen all, I must go to the house and change my apparel; you can amuse yourself in various ways. Mr. Chilton, there are cards on the table in the hall, and you can play solitaire." and with this parting thrust she

olitaire," and with this parting thrust she left him. Chilton felt a little surprised, for he was not

used to being left in this abrupt manner by young women; in fact, as a rule he was torced to leave them, and as he strolled along it must be confessed that his vanity was just must be confessed that his vanity was just a little wounded. He soon sought and found consolation in a cigar and Greville's last work, and was very much surprised when luncheon was announced. They were all in the hall waiting for him, and both Hugh and Suzette apologized profusely for having so entirely deserted him, but Chilton assured them, rather maliciously perhaps in regard to Marjory, that he had never spent a more soothing, delightful morning.

malciously perhaps in regard to Marjory, that he had never spent a more scothing, delightful morning.

"You know." he said. "I have proved by experience that books are the most delightful companions. They entertain you and you don't have to worry to entertain them. Nothing so spoils a day to me as having to talk and be pleasant."

"Well, Mr. Chilton, laughed Suzette, "that is certainly a hint for both Marjory and myself, but we will "try, won't we. Marjory." turning around; but Marjory, feigning indifference to the whole conversation, was apparently engrossed in a note, "What shall we do this afternoon?" Hugh asked Suzette. "Oh, let's all go for a ride," answered Suzette. "and we can show Mr. Chilton some of the lovely rides around." So it was arranged that they should all start at 5 o'clock, and true to their promise the ladies slipped away immediately after luncheon and left the men to themselves.

Punctually at 5 o'clock Chilton was ready in a perfect whip-cord riding suit which was very becoming to him, as his legs were straight. So many men seem to think crooked legs appear to advantage in girding trousers. It was deliciously cool, and Chilton was congratulating himself on being away

very becoming to him, as his legs were straight. So many men seem to think crooked legs appear to advantage in girding trousers. It was deliciously cool, and Chilton was congratulating himself on being away from hot, disagreeable Washington when a clatter of horses' feet made him look up. There was John leading three horses, while William came behind leading the gray, who was almost off of the ground. Chilton took a good look at the horses while waiting. Brandy, a deep chestnut, we have described before, being like Look, only a trifle heavier, he was intended for Chilton's use. Hugh was riding one of the carriage horses, a very good-looking big bay, whose size did not appear to incommode him at all, while Suzette's mare had arrived from New York the day before, and was a pretty, nervous black, with excellent legs and splendid quarters, but Loda was the gem of these four very good horses. His head so exquisitely tapering was never still, and his hostrils opened large enough to put both fists in. There was a rather wicked expression in his beautiful eyes as he passed a trifle too close to the other horses.

"Well, Mr. Chilton, are you admiring our country hacks?" inquired Marjory, as she came out looking lovely in a black shirt with a little outsway tan corduroy coat, vest and derby. Hugh and Suzette were just behind,

Suzette looking very well in a costume similar to Marjory's.

"Come Madge, let me put you up," said Hugh; "she always has to mount first." he said to Chilton, "as Loda would go crazy if left second once. Lead him up William."

Before mounting, Marjory proceeded to rub noses, as it were, with Loda, whispered something soothing and sweet in his ears, gave him a lump of sugar, and then, with Hugh's assistance, jumped into the saddle. Chilton mounted Suzeite and soon a parti carre was formed. Marjory sticking close to Hugh's side. They immediately left the roads and got a long, sweeping gallop over a couple of fields, with a ditch and a rail fence or two to vary the monotony, and Chilton, accustomed as he was to good horsemanship, could but watch Marjory's firm, graceful seat, with hands ever feeling but never pulling her horse's mouth. There was not much conversation, as sensible people never talk when they ride for enjoyment, and Chilton had to acknowledge that he had at last met two sensible women. In fact he was beginning to wish Marjory yould say somewhen they ride for enjoyment, and Chilton had to acknowledge that he had at last met two sensible women. In fact he was beginning to wish Marjery would say something, for he had contrived to get near her, leaving Hugh and Suzette together much pleased at the turn things had taken, as they had both made up their minds that here was a delicious opportunity for match making. But Marjery kept them going steadily and refused to thaw, until ther coldness aroused determination in Chilton, who determined that in some way she should be made to shake off some of that—dignity.

He found himself thinking a great deal about her that night while dressing for supper and the memery of two Norwegian love songs and the expression in her voice and a curious light that he intercepted in her eyes, almost moist with the pathes of her own songs, lingered with him far into the night.

CHAPTER IV. Things went along in the same way for about two weeks, Chilton making no headway apparently and unwilling to acknowledge even to himself that he was very deeply interested in Miss Kent, and Marjory was as charmingly cool and pleasant as it is possible charmingly cool and pleasant as it is possible for any one to be—provokingly pleasant and

it was only one afternoon about the 1st of October that either one of them was forced to acknowledge to themselves what their to acknowledge to themselves what their real feelings were. Early in the morning Suzette promised Hugh to go and pay some duty visits in the neighboring village after luncheon. So at lunch Marjory announced her intention of going for a nice long ride. "And you, Jack?" inquired Hugh. "what are you going to do?"
"I," answered Chilton, as he calmly helped himself to some cold turkey, "I am going to ride with Miss Kent."

An appry tlash gleamed in Marjory's eyes,

An angry flash gleamed in Marjorv's eyes, but she wisely held her tongue and determined in her own mind that she would give him the slip. So when Jack coolly ordered both horses for 3 o'clock she seemingly acquiesced, but found means of ordering Loda for 2:30 o'clock, and rode off in her glory alone. But she had bardly gotten to the gate when Chilton rode up beside her. You are just a little early, aren't you, Miss

Kent? She felt herself blushing crimson as she calmly told a lie. "Am I? I expect my watch is too fast, and I really didn't care to tax your

politeness."

"Take care, Miss Kent, my politeness has limits, and, I must confess, you occasionally tax it almost to these limits, but to be honest, why did you try to run off and leave me? Am I so intensely disagreeable or what? I am not going to be vain enough to imagine it is because you are airaid of finding me too agreeable, so come out with it, like a man.

But Marjory, instead of answering, put her horse in a gallop, and refused absolutely to enter into conversation, until Chilton, aroused as he never had been, and fully realizing that his time had come and that he was hopelessly in love, determined on a stratagem by

that his time had come and that he was hopelessly in love, determined on a stratagem by which to raise the siege. Having lived a great deal among the Indians out in the West he had learned a great many of their tricks in the saddle, and so in the midst of a gallop Marjory, who was a little in the lead, heard a clatter of stirrups and, turning around, saw horse and rider both on the ground. In an instant Brundy was galloping away and Chilton was lying motionless in the green fields. In another instant Marjory was at his side, realizing for the first time the horrible experience of having that which we love best on earth helpless and apparently dead before us.

"Oh! mylove," she moaned as she raised his head and hands, I do love you better than my lite, and now you will never know it, fool that I was playing with the greatest gift God ever

I was playing with the greatest gift God ever gives us,"and, stooping down. "he will never know." she murmured and she pressed her lips full on his, when to her surprise she was lips full on his, when to her surprise she was encircled by! a pair of strong arms, and the apparently helpless dead man was standing on the said as plainly as words. "I will never release you until death," and a voice, his voice, was whispering in her ear, "Will you forgive me, my life, for deceiving you? I knew your pride was so insurmountable that only by a stratagem could you be taken, and when a man's life and happiness depends on a thing he is sometimes not very scrupulous as to he is sometimes not very scrupulous as to how he gets it. Look up, my sweetheart, and tell me again that you love me, for I am dying

ferr your love."

But Marjory, whose nerves were considerably shaken by the sudden turn of affairs, was almost unconscious. With a start, she covered her face with her hands to find herself, struggle as she might, held in a

eak to me, Marjory,"Chilton said at last, "Speak to me Marjory, "Chilton said at last, ited of stroking and kissing her hair, "don't torture me with doubts as to my forgiveness," and taking hold of her chin, forced her to look up and read in her eyes what he longed to know. Their lips met in one long embrace, in which Marjory felt that her whole life was being taken from her. And only emorace, in which marjory telt that her whole life was being taken from her. And only about half an hour later did she find thought to say with a very tremulous smile on her face, "Well, you see you did fall in love with a debutante."

a debutante."

A great many people were very much surprised six weeks later to get announcements of the marriage of Jack Chilton to Miss Kent, and a great many shook their heads and said. "Poor fellow, he did get caught at last, and by such a young thing, too. Well, I am sorry for him, as he was never intended for a mar-

rying man."

Every fall a family comes to spend two months at "A," and Jack is never tired of telling his little daughter of how he "caught mamma," and Suzette takes all the credit on herself and young Rutledge is already fiancee

to Miss Chilton.

Here we will leave them, with a warning to young men not to make light of debutantes and to young girls not to believe a man is dead until the earth is shoveled on him, and even then to remember that the dead have

A Faithful Soldier. Dr. Allibone, the eminent man of letters. Dr. Allibone, the eminent man of letters, whose dictionary of English authors made his name famous, was throughout his life a devoted worker for the Church in the city of Philadelphia. From a recent tribute to his memory delivered before the Pennsylvania Historical Society by Dr. S. D. McConnell, the following passage istaken: "In studying the life of any man it would be unscientific, as well as uncandid, to omit mention of that which was one of its controlling motives. When Dr. Allibone was about twenty years old he Dr. Allibone was about twenty years old he was baptised and confirmed at St. Andrew's Church. From that time he did, indeed, continue to be Christ's faithful soldier and servant, and to fight manfully under Christ's banner unto his life's end.' His 'strong, serene, cheerful faith, was never clouded. Seekserene, encertul tatte, was never clouded. Seeking to benefit the ignorant the prisoners, and
the sorrowful regardless of fatigue or pressing
occupations, was his habit while he lived. It
would be impossible to enumerate the various
societies in which he gave efficient personal would be impossible to enumerate the various societies in which he gave efficient personal aid, the night schools, Bible classes, the mission Sunday schools which received his instruction as well as weekly visits to the little children of the Orphan's Asylum, and to the sad inmates of the Wills Hospital, to whom he would read of Him who opened the eyes of the blind. At St, Peter's church, for a long time during the rectorship of Bishop Odenheimer, and afterwards for about nineteen years at St, Philip's church, he was the active and loyal suparintendent of the Sunday school, very rarely absent from the two sessions each Sunday and never a moment late. No work, nowever, gave Dr. Allibone such pleasure at the time, or such satisfaction in the retrospect as the Sunday afternoons spent later in life at the Eastern penitentiary, where his cheerful manner and unusual tact gained entrance to many hearts. At Girard College for many years he addressed the boys once each month, and visits and letters from some of his auditors showed that the seed fell into good ground and brought forth fruit."

HICKOK'S NO. 1, H. D. C., FIG. AND CAROLINE SUN-CURED ARE PURE, CLEAN AND CHOICE SUN-CURED TOBACCOS. THY THEM.

THE FARM AND THE GARDEN.

Prepare Your Exhibitions for the State Fair in October.

THE NORTH CAROLINA TOBACCO CROP.

ceptional Advantages Enjoyed by the Farmer and a Discussion of His Needs. Hints on Fruit Culture, Etc.

Geese are very profitable, the solid white varieries being the best, as white feathers bring the best prices. Geese are great enters of grass. A very old pasture of natural grass is preferred by them.

Do not imagine you cannot raise ducks because you may not have a duck pond. Ducks are raised in large numbers, and with almost perfect success, when the greatest amount of water they come in contact with is in their drinking vessels. Pekin ducks are especially easy to raise. A flock of them yield enough feathers to pay for their keep.

THE STATE FAIR. We are in receipt of the premium list of the Virginia State Agricultural and Mechanical Society for 1891. The society invites agricultural societies of this and other States to send one delegate each to the Fair, who will report to the secretary. Editors are also invited to attend or send a representative.

vited to attend or send a representative.

A very prominent feature of the exhibition will be the display of the Richmond Poultry and Pigeon Association. This exhibit will not be limited to Virginia, but will embrace exhibits from the country at large. Catalogues can be obtained by addressing Clyde W. Saunders, Richmond, Va.

The Fair will be held October 27th, 28th and 26th.

WEEVIL IN CORN.

The Southern Live Stock Journal says: The wevil has become as much of a bugbear to Southern corn growers as the chinch bugs and grasshoppers to our Northern neighbors. The means for their extermination and prevention are almost as numerous as the sands on the seashore. But no matter how many, the Journal always tries to give its readers the benefit of the latest. We have published the chinaberry prevention, the salt cure, the fumigation process and various other remedies. We now introduce the assasfras bark cure. Take a common chopping axe and chip off as many chips as needed, taking chips and bark together, from two to four inches square by chopping. The chips should be mixed with the grain when housed, about two bushels of chips to a granary sixteen feet square by ten feet deep. The corn should be husked and the chips scattered through. The weevil has become as much of a bugbear

THE ECONOMY OF WASTE,

The consideration most neglected by the farmer is the economy of waste in plant food, which tends to sterilization of the soil and consequently the rate of yield. The cost of transportation should be the desideratum and should be so reduced by selection of products of high value in proportion to weight, and loss of fertility should be avoided by the exportation of carbon rather than nitrogen and phospheric acid. This method not only preserves fertility, but solves the problem of transportation. When the farmer has thus solved the transportation problem the railroad question will no longer be such a bugbear, but rather a benefit. The railroad will get a better profit as well as the farmer per ton, and the prosperity of the one will be the prosperity of the one will be the prosperity of the other.

The crop raised is but a fraction of the im-mense demand. The orange culture of Cali-fornia and Florida, though apparently immense, amounts to but 120,000,000 oranges, or two per year for each person. This indicates the deficiency of all kinds of fruit culture, and emphasizes to the farmer his oppor-

Many persons are in the habit of indulging their equine pets in sugar and candy for the sake of pleasing them and winning their fa-

vor. According to the Southern Cuitivator sweets are wholesome for horses. It says: The fondness for sweets on the part of the horse has been taken advantage of in different parts of the world, and his appetite for sac-charine matter catered to with the best results charine matter catered to with the best results in improving his condition. Horses thrive remarkably well on sugar and molasses, and these ingredients—interchangeable terms in this connection—have been regularly used since 1873 in Australia and South America and other parts of the world for getting horses in-to condition for sale and also for colts while

wintering in the park.
In raising colts there is a risk of their suf-In raising colts there is a risk of their suffering from stoppage of the bowels if fed entirely on dry food, and to avoid this they are allowed carrots or roots of some kind in addition to their dry food. Sugar not only improves the condition of the colts, but prevents any risk of the stoppage above referred to. The way it is used is to dissolve the sugar in water and pour it on the chaff or cut hay, taking care that the food is well mixed, and in a day or two the colt will be found licking the sides of the manger long after the last morsel of the chaff has been eaten.

EXCEPTIONAL ADVANTAGES OF THE FARMER. A sagacious writer in the Brooklyn Eagle says: The farmer enjoys exceptional advantages and privileges. Nature is actually in league with him, and so protects his interests that it is difficult for a farmer with a fair amount of industry, intelligence and health to fail in the sense of failure in other voca-

His products are always in demand by every one. He can sell at any time he chooses and for cash, which is a great advantage. His occupation is most healthful, physically and morally, owing to its location keeping him constantly in the open air and in com-munion with nature, the greatest teacher of

His farm is his home, and consequently brings him into closer intimacy with his fam-ily. This is a great saving in time, expense and comfort over other pursuits where the lo-cation of the home and business are separate. cation of the nome and business are separate.
But it has a higher consequence. I regard
this privilege as the most valuable of the
many which the farmer possesses. I attribute
to this circumstance chiefly the excellent
moral, physical and industrial training for
which farmers' sons and daughters are noted,
and which has given them a great advantage
in the world.

SUPERIOR ATTRACTION OF THE HOME FARM. There is an endearment about the home farm which no other home can quite equal. In fact, the home that has not the natural adornment of a few trees, a grass plot, a garden and an orchard, or at least a lawn, can hardly claim to be a desirable home. But what is the average home in New York city? Out of a population of 1,600,000 there are less than 200,000 who have residences. All the rest live in tenement houses, flats, boarding-houses and hotels. Only one-eighth of the population have a residence home; and of these not 1 per cent. have any surrounding yard, trees or lawn. Compare such an apology for a home with the farmer's home—"the orchard, the meadow, the deep tangled wildwood," and the many enduring associations. Another advantage which the farmer enjoys is that he can always secure a large advance in cash on his crop or farm when his necessity demands more capital. There is an endearment about the home

THE GREAT DELUSION OF THE PARMER.

The great delusion of the farmer is his be-The great delusion of the farmer is his belief in the greater prosperity of the resident of the city, and this delusion produces a large part of his discontent. I am surprised that our honorable Secretary of Agriculture should be afflicted with this delusion, the more so since he has given us his word that "the farmer is better acquainted with the condition of the citizen than the citizen is with the farmer's condition." That it is a delusion is evident from the very words with which he states the case—viz: "The farmer is led to see

more clearly the widening chasm between the prosperity of the rich man of the city and the condition of the residents of the country." I submit to the impartial and candid student if such a comparison is either reamonable, logical or candid. That is where the trouble is. The farmer is constantly comparing his condition with the rich man of the city. The only proper comparison to make is the average resident of the city with the average farmer. And what is the condition of the average resident of the city? I will here inform the farmer that it is by no means an enviable one.

here inform the farmer that it is by no means an enviable one.

He is barely able to support his family in the most meager manner. His daily wages are less than \$1.50. If the farmer will take the pains to investigate the statistics of the city he will soon recover from this delusion and return to his farm with the proof consciousness that his condition is far superior to the average resident or the average proprietor of the city in prosperity, comfort and health.

THE PURPOSE OF THIS DISCUSSION. is to encourage the farmer with the assurance

is to encourage the farmer with the assurance that his vocation embraces nearly every advantage which nature bestows and very few disadvantages, while he is free from the numerous contaminations which the city environment holds. He escapes from the temptations, vices, diseases, pauperism, crime, sensuality, greed and the many immoral and enervating influences of the city.

The wealth and honor of a city are not in its rich men, but rather in its artisans, engineers, educators, scholars, journals, inventors, colleges, schools and men of thought, who are striving to lift humanity one step higher. In educational facilities the cities have the advantage of the farms. But the country has many greater advantages which tend to make a nobier manhood.

All of these considerations produce the final verdict to the disinterested student that the occupation of the farmer embraces far more advantages than disadvantages, and that he enjoys a greater immunity from disaster than any other pursuit. Why, then, should he complain?

he complain?

WHO ARE THE DISCONTENTED FARMERS? WHO ARE THE DISCONTENTED FARMERS?

The great majority of the farmers and producers are satisfied with their condition and success. Those who are discontented are principally those who have located their farms where there were not good conditions for farming. They are getting weary of working at a disadvantage, and in their despondency and dissatisfaction they have been seeking for some assistance outside of themselves. In this condition they have been methy some desperate political aspirants, whose by some desperate political aspirants, whose financial igns fatuus they are now following, believing that any change in present conditions will better their condition, regardless of the disaster it would bring to the great majority. Such, no doubt, are the farmers who control the Farmers' Alliance. If this association continues to pursue the policy of using its influence for political purposes, then the farmers should abandon this association and organize another which shall be devoted solely to the improvement? of the farmer, by to the improvement? of the farmer, by means directed to the prosperity and education of the farmer.

A WONDEFFUL GROWTH.

The Southern Tobacco Journal says: "The tobacco crop of Eastern North Carolina is now playing an important part in the annual yield of the State, while five years ago it amounted to practically nothing. Since 1888 markets have been established in Louisburg. Rocky Mount and Wilson, and this year large will come into line. boro and Greenville will come into line.

A new golden belt has come into existence which will vie with that in the central section of the State in the production of fine "bright." And yet there is demand for all these fine goods, and increase in production does not seem to reduce prices.

## Relies of a Prehistoric Race.

The farmer has overlooked the fact that the most profitable product of the farm is fruit. He will get most valuable information from the California and Colorado farmers. He will find his greatest waste has been in endeavoring to cultivate too much land. The California farmer raises as much from ten acres as the average farmer does from 100 acres. Why? Because he uses the means which give greatest production to the soil. viz., irrigation, which at the same time gives him an assured crop and no failure. He also cultivates what is most profitable, viz., fruit. This wisdom, strange to say, was taught to him by the Pueblo Indians of New Mexico. This most profitable and approved method they have been operating for a thousand years or more.

The reason why fruit is the most profitable is because it is the scarcest product raised. The crop raised is but a fraction of the im-News comes from the Sequatchie Valley of were the lost tribes of Israel, come to America from Asia by way of Alaska. The succesive migrations of Toltees and Aztecs from the Northwest to Mexico have afforded another scintilla of the evidence out of which the fabric of the theory has been constructed. All this has been interesting, but appeared more or less mythical until the unexpected outcropping of certain Indian folk-lore, which sheds new light on the matter. One of the wildest Indian tribes on the Western border was reduced to subjection by Western border was reduced to subject the United States army when those savages were still unable to speak a word of even broken English. They could only make themselves understood by signs, and it was found by subsequent inquiry that no priest or missionary had ever visited them. These people had a tradition of the deluge and of the destruction of all but one family, who the destruction of all but one family, who escaped in a big boat. Finally, when the waters began to subside, they sent out, not a dove, but a coyote. This story is vouched for by Colonel Benteen, a retired officer of the United States cavairy who held these Indians as prisoners of war, and heard the tradition from them, after he had learned tradition from them, after he had learned enough of their language to communicate with their chief. Now, if the story of the find in the Sequatchie Valley is true, and it turns out that the alleged alphabet has anything in common with the Hebrew, the evidence will be as conclusive as circumstantial evidence could be that the early inhabitants of this continent were of Semitic origin. It seems strange, however, that there should have been on this continent a race which was far enough advanced in civilization to use an alphabet and yet not strong enough to impress its ideas and its progress upon its successors. That is and its progress upon its successors. That is the hardest thing to believe.—Atlanta Consti-

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Fifty cents and \$1.00 per bottle at druggists'.

Lemon Hot Drops

Cures all coughs, colds, hoarseness, sore throat, bronchitis, hemorrhage, and all throat and lung diseases. Elegant, reliable. Twenty-five cents at druggists. Prepared only by Dr. H. Mozley, Atlanta.

Free samples of Dr. Miles' Restorative Nervine, at Owens & Minor's Drug Company, 1007 Main street, opposite postoffice, cures head-ache, nervous debility, poor memory, etc. A new and remarkable discovery. Or address the Dr. Miles Medical Company, Elkhart, Ind.

The BEST 5c. PIECE of GENUINE SUN-CURED TOBACCO on earth is Hickok's Fig. Try it and see.

Reeding a tonic, or children who want building up, should take
BROWN'S IRON BITTERS.
It is pleasant to take, cures Malaria, Indigestion, Billiousness and Liver Complaints.

When Baby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children, she gave them Castoria.

RAILROADS. Na. W Horfolk Western R.R.

SCHEDULE IN EFFECT AUGUST 8, 1891.

LEAVE RICHMOND (DAILY).

BYRD-STREET STATION.

9:00 A. M., Hichmond and Norfolk through express. Arrive Norfolk 11:35 A. M. Stops only at Petersburg, Waverly and Sunfolk.

10:05 A. M., For Roadoke. Radford, Pulaski, Bristol; also connects at Radford for Bluefield; no connection beyond Bluefield; no connection beyond Bluefield; no connection beyond Edward and Chattanooga.

12:40 P. M., For Roadoke to Memphis via Knoxville and Chattanooga.

12:40 P. M., For Lynchburg, Roanoke and intermediate stations. No connection beyond Roanoke.

5:45 P. M., Arrives at Norfolk at 2:30 P. M.

11:30 P. M., For Hoanoke, Radford, Pulaski, Bristol. Also for Bluefield, Pocabontas, Elkhorn and stations on Cinch Valley Division. Also for Louisville and stations on L. & N. R. R. via Norton. Fullman palace sleeper between Richmond and Lynchburg. Berths ready for occupancy at 9:00 P. M. Also Pullman sleeper Petersburg to Bristol, and hoanoke to Memphis and New Orieans via Knoxville and Chattanooga.

CLIN(H VALLEY DIVISION—Leave Blue-

CLIN/H VALLEY DIVISION—Leave Blue-field daily 7:00 A. M. for Norton and interme-diate stations; and 12:55 P. M. for Norton, Louisville and all points on the L. & N. R. R.

Louisville and all politics of the via Norton.

Tickets, baggage-checks, and all information can be obtained at Richmond and Petersburg railroad depot; A. W. Garber's, 201 Main street; and at the Company's office, 838 east Main street.

H. W. COURTNEY.

Passenger Agent.

W. B. REVILL,

General Passenger Agent.

General Passenger Agent.

CHESAPEAKE AND OHIO BAILWAY COM-SCHEDULE IN EFFECT AUGUST 1, 1891.

8:40 A. M., daily, for Old Point and Norfolk, Pullman sleeping-car Ronceverte to Old Point.

Old Point.

11:05 A. M., express, daily, for Cincinnati, Pullman Buffet Parlor Car Richmond to White Sulphur. Through day coach to Cincinnati, Pullman Sieeper Old Point, to Roncewerte, connecting with Pullman Sieeping Car for Cincinnati,

2:20 P. M., express, daily, for Old Point d Norfolk, Pullman Sieeping Car Cincinnati to Old Point.

4:30 P. M., accommodation, except Sunday, for Gordonsville and Oranga, On Saturday, it will run through to Stamuton.

dorsionsville and Orange. On Saturday, it will run through to Stanton.

10:30 P. M. Ithe F. F. V. Limited, daily. Pullman Sleeping Car Old Point to Cincinnati. Solid vestipole train, with dining-car and Pullmans. Gordonsville to Cincinnati and Pullman to Lonisville.

ARRIVE RICHMOND:

8:20 A. M. and 2:55 P. M., daily, from Cincinnati.

7:00 P. M. daily except Sunday, from Hinton, with Fullman Buffet Parlor Car from White Sulphur.

10:55 A. M. and 6:55 P. M., daily, from Norfolk. Station, Broad street near Seventeenth.

JAMES RIVER DIVISION.

GRAND A. R. R.)

LEAVE RICHMOND:

9:00 A. M., mail. daily, for Lynchburg. Natural Bridge. Lexington. Buena Vista, Glasgow and Clifton Forge. Parlor chair) Richmond to Clifton Forge, excepting on Sunday's train.

4:30 P. M., except Sunday, for Lynchburg, connecting with a train leaving Lynchburg at each A. M. for Natural Bridge, Lexington and Clifton Forge. Sleeping-car to Lynchburg's ABRIVE AT RICHMOND:

6:30 P. M., daily, from Clifton Forge.
Seation. Eighth and Canal streets.
For further information apply to A. W. Garber's office. 301 east Main street; Chesapeake and Ohio Railway Company's stations; Chesapeake and Ohio Railway Company's stations; Chesapeake and Ohio general office, Eighth and Main.

JOHN D. POTTS.

Division Passenger Agent.

Division Passenger Agent.

RICHMOND AND SEVEN PINES BAILWAY SUMMER SCHEDULE, UNION LINE ELECTRIC CARS CONNECT WITH ALL TRAINS. Leave Richmond: Leave Seven Pines: 6:30 A. M.; 12 M. 5:30 A. M.; 7:30 A. M. 3:50 P. M.; 7:15 P. M.

SUNDAY. 10 A. M.; 12 M.; 2 P. M.; 9 A. M.; 11 A. M.; 1 P. 8 P. M.; 4 P. M.; 5 P. M.; 8 P. M.; 4 P. M.; 6 P. M.; 7 P. M. Round trip tickets twenty-five cents.

STEAMSHIPS. OLD DOMINION STEAMSHIP COMPANY

FOR NEW YORK. Steamer leave Bichmond EVERY TUESDAY and FRIDAY at 5 I'. M. Manifest closed one hour before salling time.

Steamerst leave New York for Richmond EVERY WEDNESDAY and SATURDAY at 3 P. M. arriving in Richmond MONDAY and FRI-

road Cabin fare via Richmond and Petersburg

Cabin fare via Richmond and Petersburg
Eailroad
Tickets can be obtained at A. W. Garber's.

201 Main street, Chesapeake and Ohio and Richmond and Petersburg depots, and at company's offices, 1301 Main street and wharf, Rocketts.

Freight received daily until 5 P. M.
Passengers leaving Richmond on MONDAYS, TUENDAYS, WEDNESDAYS, THURSDAYS and SATURDAYS by the Chesapeake and Ohio railway (via Newport News) at 1:30 P. M., and by Richmond and Petersburg railroad, same day at 9:00 A. M. will make connection at NORFOLK with steamer leaving those days.

GEORGE W. ALLEN & CO. Agents,
No. 1801 Main street, and fyig-tf Company's Wharf, Rocketta.

VIRGINIA STEAMBOAT COMPANY'S

VIRGINIA STEAMBOAT COMPANYS
FORTHESEASHORE CHEAPEST AND MOST
FLEASANT ROUTE TO OLD POINT,
NORFOLE, PORTSMOUTH,
VIRGINIA BEACH,
OCEAN VIEW, NEWPORT NEWS, CLAREMONT, AND JAMES RIVER
LANDINGS.

At OLD POINT and NORFOLK closely with all lines for Hampton. Va., Washington. D. C., Baltimore, Philadelphia and New York, Virginia Beach and Ocean View same afternoon; also at Norfolk for Eastern North Carolina and the onth.
At NEWPORT NEWS for Smithfield. Va.
At NEWPORT NEWS for Smithfield. Va.
And at CLAREMONT with the Atlantic and
anville Railroad for Waverly. Hicksford and

At NEWPORT NEWS for Smith heid. And at CLAREMONT with the Atlantio and Danville Railroad for Waverly, Hicksford and all stations.

ONLY ALL WATER ROUTE.

JAMES RIVER BY DAYLIGHT.

JAMESTOWN. DUTCH GAP, AND WAR SECNERY.

RATES LESS THAN HALF CHARGED BY RAIL LINES.

FARE TO OLD POINT AND NORFOLK \$1.50.

STRAIGHT. \$1.50 ROUND TRIP; \$1

BECOND. CLASS. FIRST.

CLASS MEALS.

The elegant and fast steamer ARIEL.

(carrying United States mail), leaves Richmond every

MONDAY. WEDNESDAY AND FRIDAY AP? A. M. (STREET-CARS GO DIRECTLY TO STEAM.

ER'S WHARF) for above named places. Returning, the steamer leaves Norfolk, Old Point and Newport News on alternate days, arriving at Richmond about 6 P. M.

Through tickets on sale on steamer and at Garber's Agency, No. 301 Main street. Baggage checked through.

STATE-ROOMS ENGAGED FOR DAY OR STATE-ROOMS ENGAGED FOR DAY OR NIGHT.

EXCURSIONS

by NIGHT or DAY to NORFOLK OLD POINT. VIRGINIA BEACH. OCEAN VIEW and DUTCH GAP can now be booked for the coming season FREIGHT.

Freigat received daily for Norfolk, Portsmouth, Smithfield. Hampton, Old Point, waverly, Hicksford and Alexandria, Va.; Washington, D. C., Newberne, Washington and Tarboro, N.C.; all stations on Atlantic and Danboro, N.C.; all stations on Atl

PHILADELPIA. RICHMOND AND NOR-FOLK STEAMSHIP COMPANY.
Appointed sailing days every TUESDAY and FRIDAY at 12 M., and every SUNDAY at 5 A. M. Freight for Tuesday's and Friday's steamers received till 11:30 A. M. For Sunday's steamers refered till 5 P. M. Saturday freight received daily till 5 P. M. General Southern Agent.

General Southern Agent.

Office, Rocketts.
W. P. CLYDE & CO

DENTISTS.

WILFRED A. PLEASANTS, D. D. S. DENTAL OFFICE,

Office hours: 9 A. M. to 6 P. M.

(0021-14)

RAILROADS. RICHMOND & DANVILLE R. R.

SHORTEST AND QUICKEST ROUTE SOUTH

SCHEDULE IN EFFECT AUGUST 2, 1891.

LEAVE RICHMOND:
TRAIN No. 11, 2:35 A. M.
SOUTHERN EXPRESS, daily for Danvilla, Orgreensboro, Winston Salem, Durham, Raleigh, Randieman, Salisbury, Asheville, Hot Springs, Charlotte, Columbia, Aiken, Augasta, Atlanta, Birmingham, Montgomery, New Orleans, Texas and California, Pullman palace sleeping-cars Richmond to Danville and Danville to Asheville, Birmingham and New Orleans.
TRAIN No. 9, 3 00 P. M.
TRAIN No. 9, 3 00 P. M.
I Southwest, Connections at Mosely Junction for Farmvilla and Powhatan, ratirosal, at Aeystille for Clarksville, Oxford, Henderson, Durham and Kaleigh (through coach Richmond to Raleigh); at Danville with Fullman Sleeper for Augusta and Atlanta; at Greensboro for Durham, Raleigh, &c., also with Pullman Sleeper for Knotville via Asheville, Washington and Southwest Vestibuled Limited, southtound, leaves tranville 50 0 A. M.
TEAIN No. 17, 500 P. M.
A MELIA ACCOMMODATION, daily except Sunday for Amelia Courthouse and intermediate points.
Train No. 12, 7:30 A. M.; No. 10, 4:30 P. M.; No. 15, 8:45 A. M.
VORE RIVER LINE VIA WEST POINT.

YORK RIVER LINE VIA WEST POINT DAILY EXCEPT SUNDAY

THE FAVORITE ROUTE TO BALTIMORE PHILADELPHIA AND NEW YORK

PHILADELPHIA AND NEW YORK

LEAVE RICHMOND:
TRAIN NO. 10, 3:19 P. M.

LOCAL EXPRESS, daily, except Sunday.
Stops at all stations. At Lester Manor connects with stage for Walkerion; also connects with Baltimore steamer at West Point.

TRAIN NO. 16, 4:50 P. M.

DALTIMORE LIMITED, daily, except Sunday, for West Point, connecting with Tork river steamers for Baltimore. At Baltimore steamers connect with Baltimore and Ohio railroad for Washington. Philadelphia and New York. FARE: Richmond to Baltimore, \$2: to Washington, \$3: to Philadelphia, \$4:90; New York. FARE: Richmond to Baltimore, \$2: to Washington, \$3: to Philadelphia, \$4:90; New York. FARE: Richmond to Baltimore, \$2: to Washington, \$3: to Philadelphia and New York. FARE: Richmond and Danville railroad to Richmond, arriving at \$:58 A. M. and 10:40 A. M.

TRAIN NO. 40, 7:59 A. M.

LOCAL, MIXED, daily, except Sunday; leaves Twenty-third street station for West Point and intermediate points.

Ticket office at station foot of Virginia street open 8:50 A. M. to 5:00 P. M., and from 9:50 to 2:55 A. M.

Gity ticket office, 901 Main street.

SOL, HAAS.

A. M.
Gity ticket office, 301 Main street.
SOL. HAAS,
Traffic Manager.
Gen. Passenger Agent
JOSEPH S. POTTS, Div. Pass. Agent.

Traffic Manager.

JOSEPH S. POTTS, Div. Pass. Agent.

DICHMOND, FREDERICKSBURG AND PO.

TOMAC RAILROAD.—Schedule commencing JUNE Str., 1891. Eastern standard time:

8-04 A. M., leaves Byrd-street station daily;

stops only at Ashiand, Bothwell,

Milford, Fredericksburg, Brocke
and Widewater. Sleeper Washing,
ion and New York. Arrives at

Washington at 12-01 P. M.; Bahr,
more, 137 P. M.; Philadelphia, 2-2;
P. M.; New York, 6-20 P. M.

11:50 A. M., leaves Byrd-street station daily atcept funday. Buffer Parlor Car
Richmond to New York. Arrives
at Washington at 4:40 P. M.; Baltt,
more, 0-24 P. M.; Philadelphia, 7-20

F. M.; New York, 10-23 P. M.

Sleeping car Richmond to New
York Stops only at Ashiand, Bothwell, Milford, Fredericksburg,
Brooks and Widewater. Stops at
other stations on Sundays. Arrives
at Washington at 11-08 P. M.; Ealtsmore, 12-26 A. M.; Philadelphia, 3-45
A. M.; New York, 6-30 A. M.

8:20 A. M., arrives at Byrd-street station daily.
Sleeper from New York. Stops only
at Widewater, Brooke, Fredericksburg, Milford, Bothwell and Ashland, Stops at other stations on
Sundays, Loaves Washington at
4:20 A. M.

2:28 P. M., arrives at Byrd-street station daily.
Stops at Fredericksburg, Milford,
Bothwell and Ashland, Sleeper
from Washington and New York
does not stop at Elba. Leaves Wash
ington at 10-35 A. M.

9:20 P. M., arrives at Byrd-street station daily.
Stops at Strody at Elba. Leaves Wash
ington at 10-35 A. M.

9:20 P. M., arrives at Byrd-street station daily.
Stops at 10-35 A. M.

9:30 P. M., arrives at Byrd-street station daily except Sunday. Buffet Parlor Car New York to Richmond. Leaves FREDERICKSBURG ACCOMMODATION.

A SHLAND TRAINS

DALLY EXCEPT SUNDAT.

4:00 P. M., leaves Byrd-street station; arrives at Fredericksburg at 6:40 P. M.

8:40 A. M., arrives at byrd-street station; leaves fredericksburg at 6:06 A. M.

ASHLAND TRAINS. 6:48 A. M. leaves Elba; arrives at Ashland at 7:33 A. M. 6:34 P. M. leaves Elba: arrives at Ashland at

6:45 A. M. arrives at Elba; leaves Ashland at 6:05 A. M.
6:18 P. M. arrives at Elba; leaves Ashland at 6:30 F. M.
O. A. TAYLOR, Traffic Manager.
E. T. D. Myers, General Superintendent.

A TLANTIC COAST LINE. RICHMOND AND PETERSBURG BAILBOAD

Commencing SUNDAY, MAY 24, 1891, at 3 A. M., trains on this road will run as follows:
TRAINS SOUTHWARD.

No. Leave Arrive Petersburg.

43— 7:00 A. M. 8:10 A. M. Sunday Accition.
23— '9:15 A. M. 10:30 A. M. Norfolk Special.
23— '9:15 A. M. 10:30 A. M. Through Train.
29— '10:05 A. M. 10:50 A. M. Accommodation
41— '12:40 P. M. 1:55 P. M. Accommodation
27— '2:58 P. M. 3:25 P. M. Fast Mail.
33— '5:45 P. M. 6:40 P. M. Norfolk Connect.
45— 4:50 P. M. 5:47 P. M. Sunday Accition.
37— '11:30 P. M. 12:20 P. M. Accommodation.

TRAINS NORTHWARD.

No. Leave Richmond. Leave 14— 7:05 A. M. 7:44 A. M. Fast Mail.
22— 7:45 A. M. 8:00 A. M. Accommodation.
42— 8:30 A. M. 9:45 A. M. Sunday Accion.
34— 11:95 F. M. 1:45 A. M. Norfolk Irain.
28— 26:20 P. M. 6:28 P. M. Through Irain.
26— 8:00 P. M. 6:28 P. M. Through Irain.
26— 8:00 P. M. 6:28 P. M. Norfolk Special.
44— 6:20 P. M. 7:27 P. M. Sunday Accion.
40— 7:00 P. M. 7:27 P. M. Sunday Accion.

Daily. STOPPING PLACES.

Daily. STOPPING PLACES.

Nos. 14, 33 and 36 make no stops. Nos. 23 and 28 stop on signal at Manchester, Centralia and Chester. Nos. 34 and 41 stop on signal at Manchester. Nos. 36 and 41 stop on signal at Manchester. Nos. 37 stops on signal at Manchester only for passengers purchasing tickets to regular stopping places for this train south of Petersburg. Nos. 32, 35, 37, 38, 39, 40, 42, 43, 44 and 45 will stop on signal at all stations.

PULLMAN CAR SERVICE.

On Trains Nos. 14 and 27 sleeping-cars between New York and Tampa. Fia. (via Jacksonville). On Trains Nos. 14 and 27 sleeping-cars between New York and Charleston. On Trains Nos. 37 and 14 sleeping-cars between Hichmond and Lynebburg. Va.

THE ONLY ALL RAIL LINE TO NORFOLK.

Lavyz.

Richmond. 2000 A. M. Norfolk. 11:55 A. M. Norfolk. 2000 P. M. Richmond. 11:45 A. M. Norfolk. 2000 P. M. Richmond. 2000 A. M. Norfolk. 11:55 A. M. Norfolk. 2000 P. M. Richmond. 2000 A. M. And Norfolk. 2000 P. M. Richmond. 2000 A. M. and Norfolk at 4:00 P. M. Are solid trains between these two points, and passengers go through without change of cars. Close connections are also made at Petersburg by the 5:40 P. M. train from Norfolk. 11:50 P. M., and arriving at Richmond at 7:40 P. M. and 11:50 P. M., and arriving at Richmond at 7:40 P. M., and arriving at Richmond at 7:40 P. M. and Arriving at Richmond at 7:40 P. M. and Arriving at Richmond at 7:40 P. M. and Priving at Richmond at 7:40 P. M. and P. M. and Richmond at 7:40 P. M. and Ric

Norfolk.

Trains leaving Richmond at 710:08 A. M. and 11:00 P. M., and arriving at Richmond at 7:44 A. M. and 1:40 P. M. make close connection at Petersburg to and from Farmville, Lynchburg

Petersburg to and from Farmville, Lynchburg and southwestern points.

R. M. SULLY,
Superintendent.
E. T. D. MYERS,
General Superintendent.
T. M. EMERSON, General Passenger Agent.

FARMVILLE AND POWHATAN HALLBOAD
COMPA: General office, No. 793 east Main street.—Schedule in effect May 31, 1891.

EEAVE RICHMOND:
5:50 P. M., via Atlantic Coast Line for Bernuda.

9:15 A. M., via Atlantic Coast Line for Winter-

2:00 P. M. via Atlantic Coast Line for Winter-pock and intermediate stations. for Farmville and all stations west of Mosely Junction.

ARRIVE AT RICHMOND:
8:20 A. M., via Atlantic Coast Line from Ber-muda.
6:28 P. M., via Atlantic Coast Line from Win-terpock and intermediate afactors. 4:10 P. M., via Richmond and Danville from Winterpock, Farmville and Inter-mediate stations.

8:45 A. M. via Richmond and Danville Railroad, from Farmville and intermediate stations to Mosely Junction.

All trains daily except Suncisy. Inne-tables, &c., call upon A. W. GARBER, the Atlantic Coast Line and Richmond and Danville depots. General Freight and Passenger Agent.
James E. Wentu. General Manager. apre-17

BINSWANGER & CO. Manufacturers and Dealers.

Builders' and Painters' Supplies.

1 W EAST MAIN, and II S. FIFTEENTH STS.